

INTELLIGENCE REPORT

DATE: 25X1X6

INFO.

DIST. 10 January 1947

PAGES 2
SUPPLEMENT

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CONFIDENTIAL in accordance with the
letter of 16 October 1978 from the
Director of Central Intelligence to the
Archivist of the United States.

ORIGIN

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1. The New Harbor at Tangku, reported as having a seventeen foot clearance at low tide, actually has only eleven feet. [REDACTED] which has a fourteen foot draught, was able to push its way to the pier because the bottom of the harbor is soft mud but at the cost of considerable damage to the screws. The captain stated that dredges have been at work there for a year, but that he could not see that any real progress had been made.

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2. There is always trouble off Tangku -- more so than at any other port in China. For instance, [REDACTED] anchored off Taku Bar at 4 a.m. on 5 November. During the morning, no lighters appeared to supply the ship, or to take off the passengers. Customs and immigration launches sold passages to shore for \$50 US per person. American Navy speed boats took U. S. Navy personnel ashore and offered to take the other Americans who belonged to UNRRA. These refused because they wished to remain with the other passengers. [REDACTED]

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the line to which [redacted] belongs, has no facilities at Tangku and is dependent for stores and lighter service on a rival company. The captain of the [redacted] believes that the rival company has naturally given as poor service as possible, to discourage people from travelling on the [redacted] ships. He also thinks that they have been encouraged in this by the Chinese Port Authorities, who are making considerable money from transporting passengers, etc.

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30. At 1330 passengers started to riot. The crew and staff of the [REDACTED] which are Chinese except for the Canadian captain, locked themselves into their quarters. The passengers, unable to get to them, started throwing fixtures, life preservers, etc. overboard. They also came after the Captain but stopped when they saw that he was not Chinese. At this point the American Navy craft returned to check on the UEMRA personnel. The Captain persuaded them to ferry a small detachment of Chinese Nationalist soldiers who were passengers over to seize some lighters proceeding toward another ship. The Navy agreed to do this in the interest of the safety of the women and children aboard. A number of the passengers were taken off by these lighters, and the others quieted. In the late afternoon, the company's Tangku agent succeeded in getting lighters, and the rest of the passengers debarked.

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4. The Captain stated that such incidents are not uncommon and cited an incident which occurred about a month ago. The captain of a Chinese passenger liner wished to anchor outside Taku Bar, feeling that the tide was too low for safe

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